



Welcome to the Davis Weber East-West Transportation Study Open House





- **Study Sponsors**
 - **UDOT and Wasatch Front Regional Council**

- **Study Partners**
 - **InterPlan Co.**
 - **J-U-B Engineers, Inc.**
 - **The Langdon Group, Inc.**





Study Overview

Why is UDOT doing this study?



Study Directed by 2007 Legislature

(2007 HB 108)

- ❑ UDOT required to study the need for east-west transportation improvements
- ❑ Asked to report study progress to Legislature prior to November 30, 2007 and study findings by September 30, 2008
- ❑ Counties for study
 - ❑ Davis/Weber
 - ❑ Salt Lake
 - ❑ Utah
 - ❑ Washington

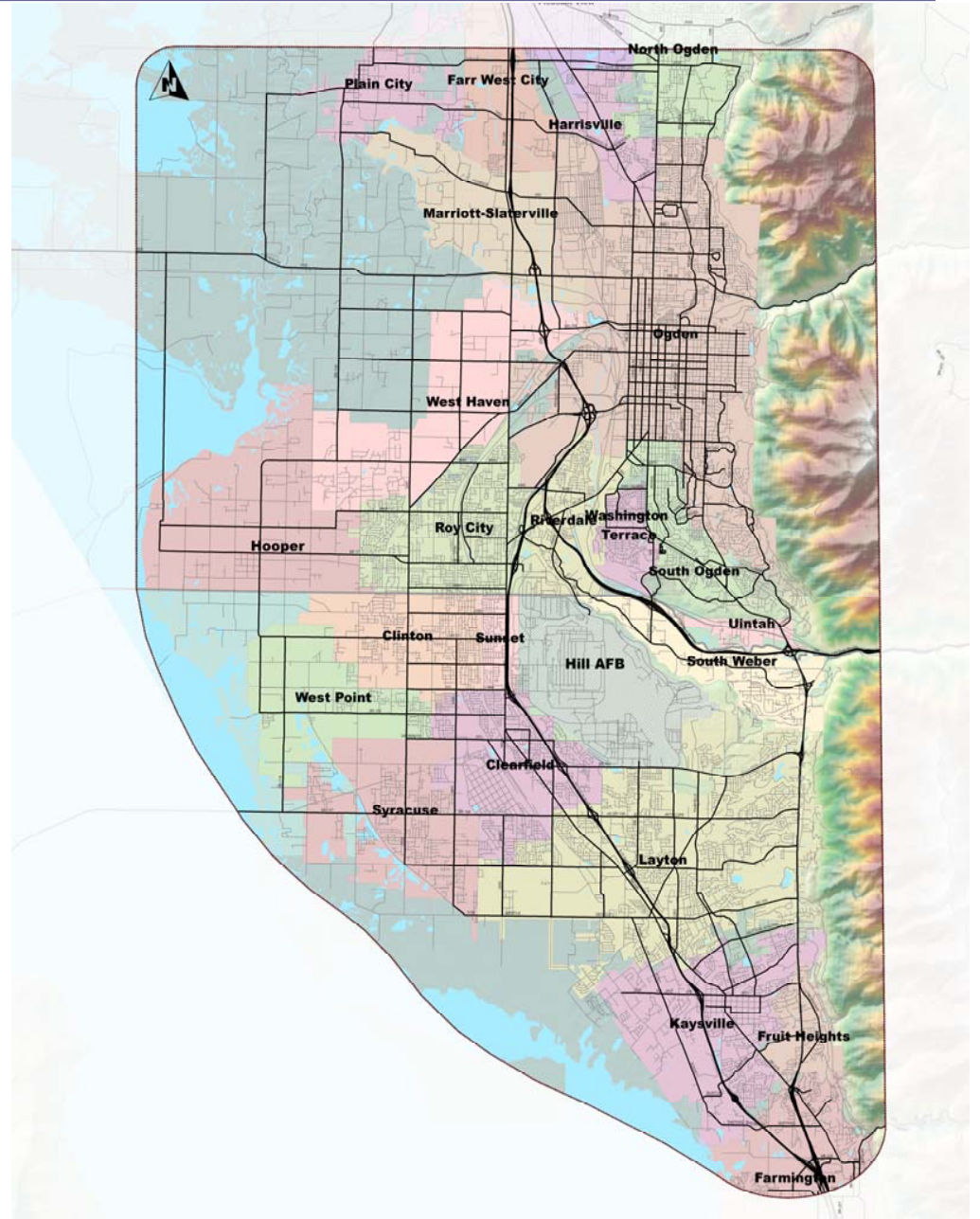


East-West Corridor Studies

- ❑ Davis Weber East-West Transportation Study
- ❑ Salt Lake East-West Transportation Planning Study
- ❑ North Utah County East-West Transportation Study
- ❑ Washington County
 - ❑ Eastern Hurricane Study
 - ❑ I-15 Study



Map of Study Area



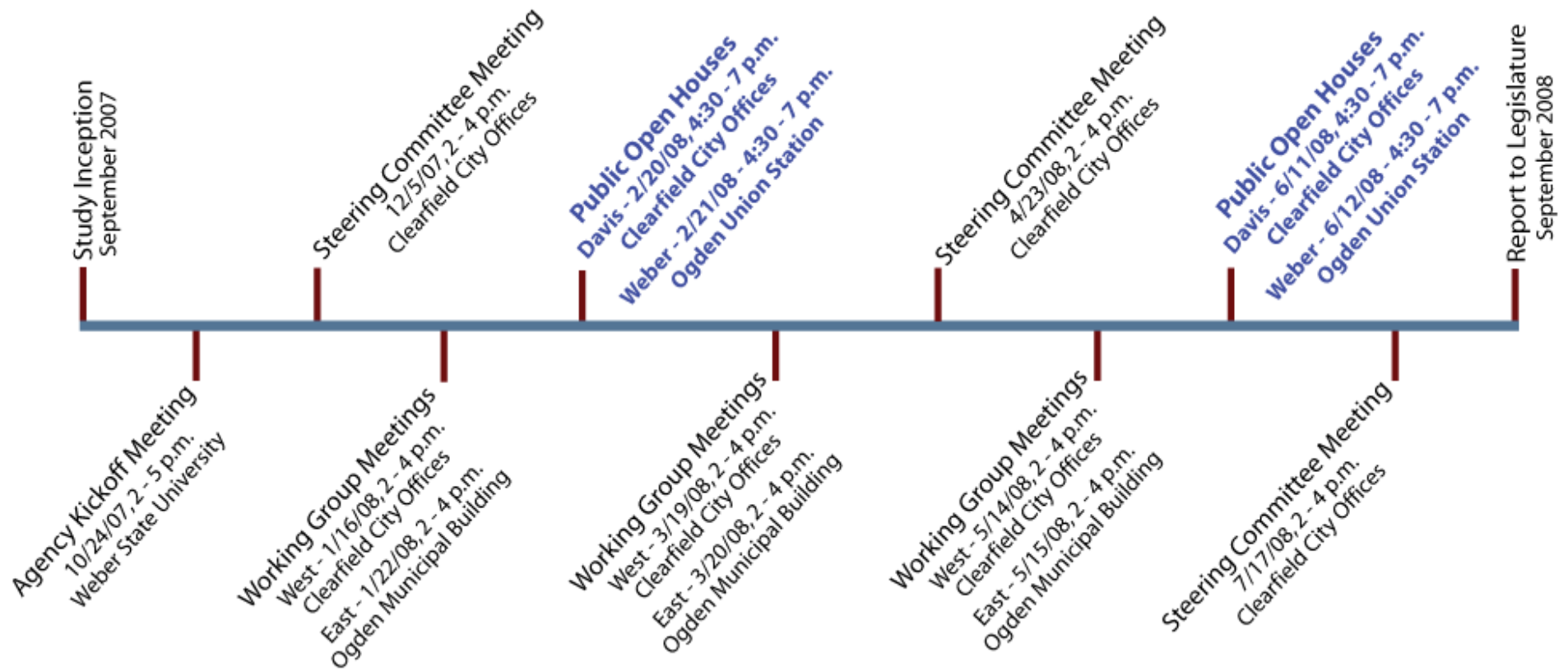
Davis Weber Study Goals

In partnership with stakeholders and citizens:

- Develop 30-plus Year Vision Plan
- Develop Five-year Action Plan



Study Process





Data Collection

What does UDOT consider?



Where does study data come from?

- ❑ Local government master plans
- ❑ Governor's Office of Planning and Budget
- ❑ Wasatch Front Regional Council Demographic Forecasts
- ❑ Travel Demand Models/Engineering Analysis
- ❑ Local knowledge/experience
 - ❑ Steering Committee
 - ❑ Working Groups
 - ❑ Public Open Houses
 - ❑ Web site/Hotline

Growth in Study Area

1993

2006

Syracuse

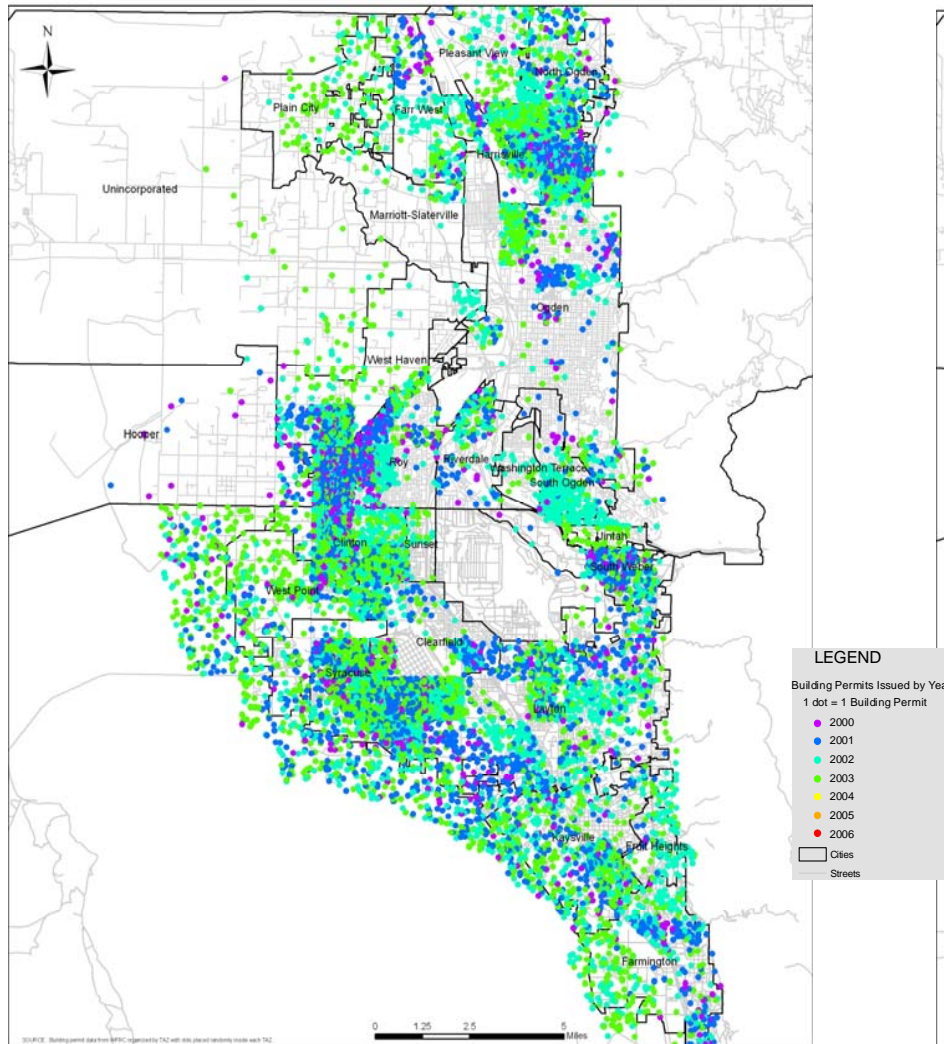


West Haven

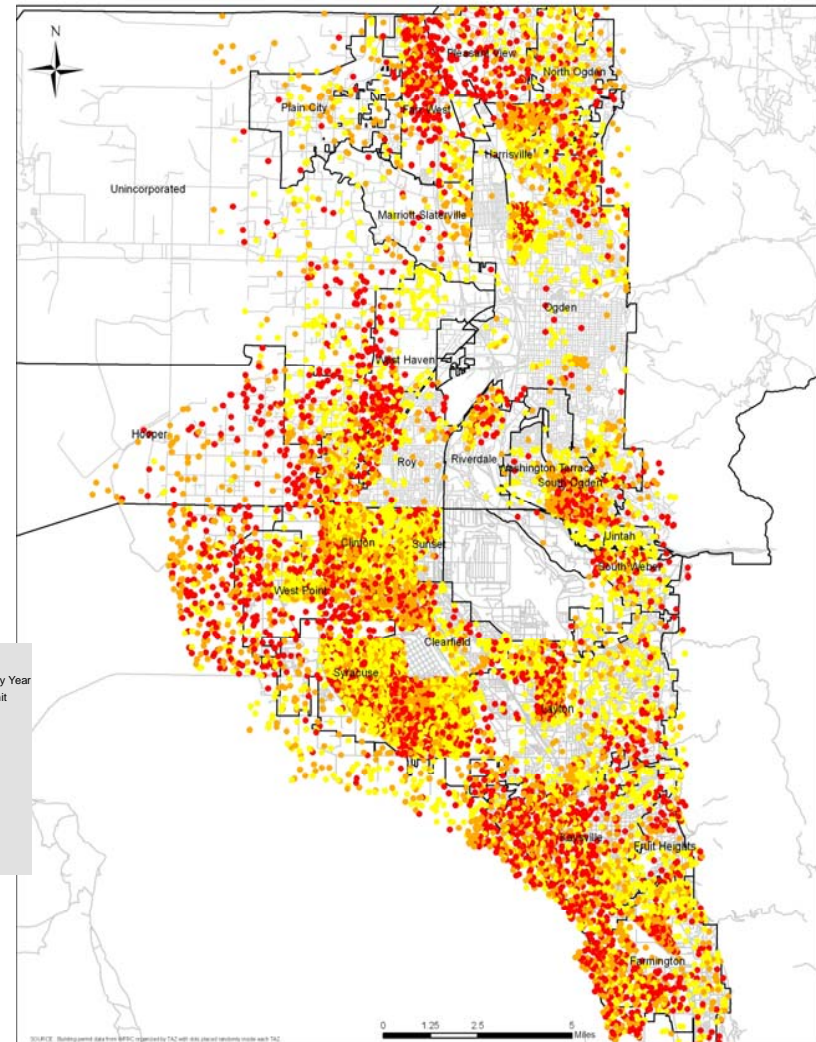


Building Permits Issued

Building Permits Issued by TAZ, 2000 - 2003

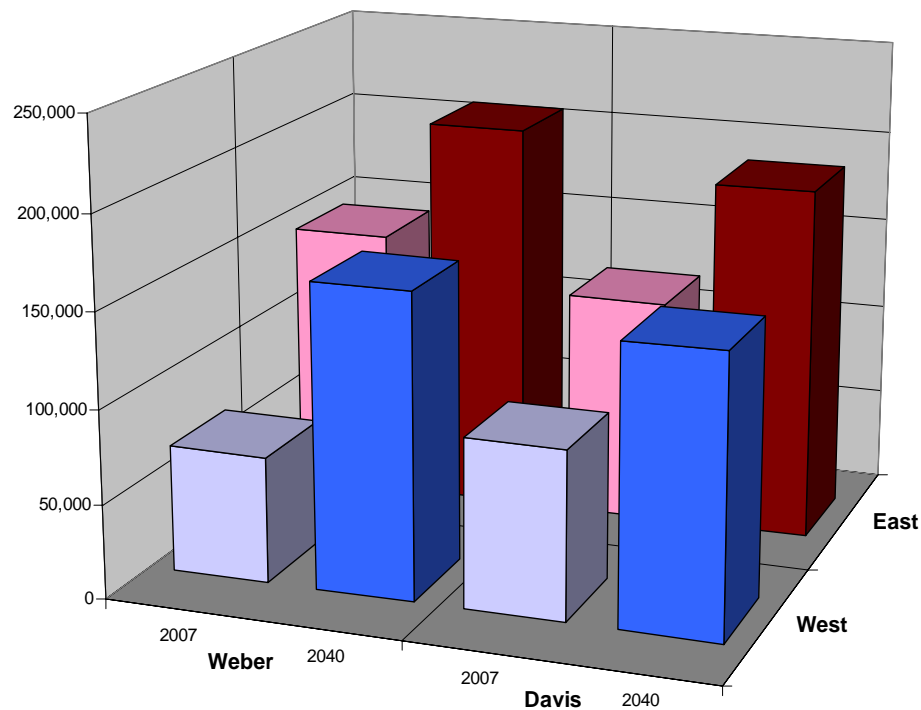


Building Permits Issued by TAZ, 2004 - 2006

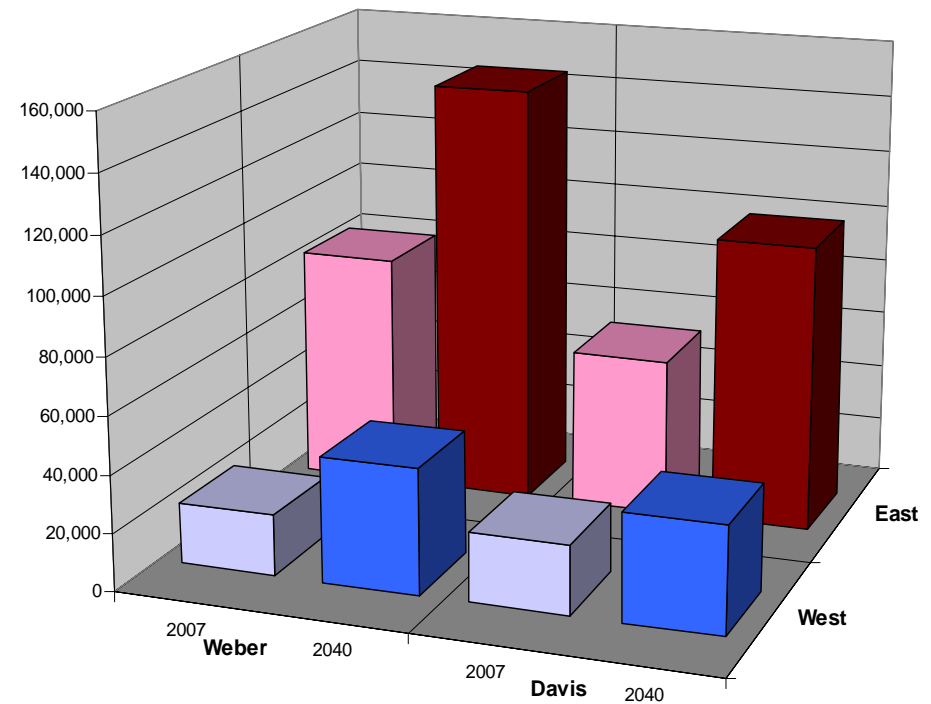


Population and Employment Growth

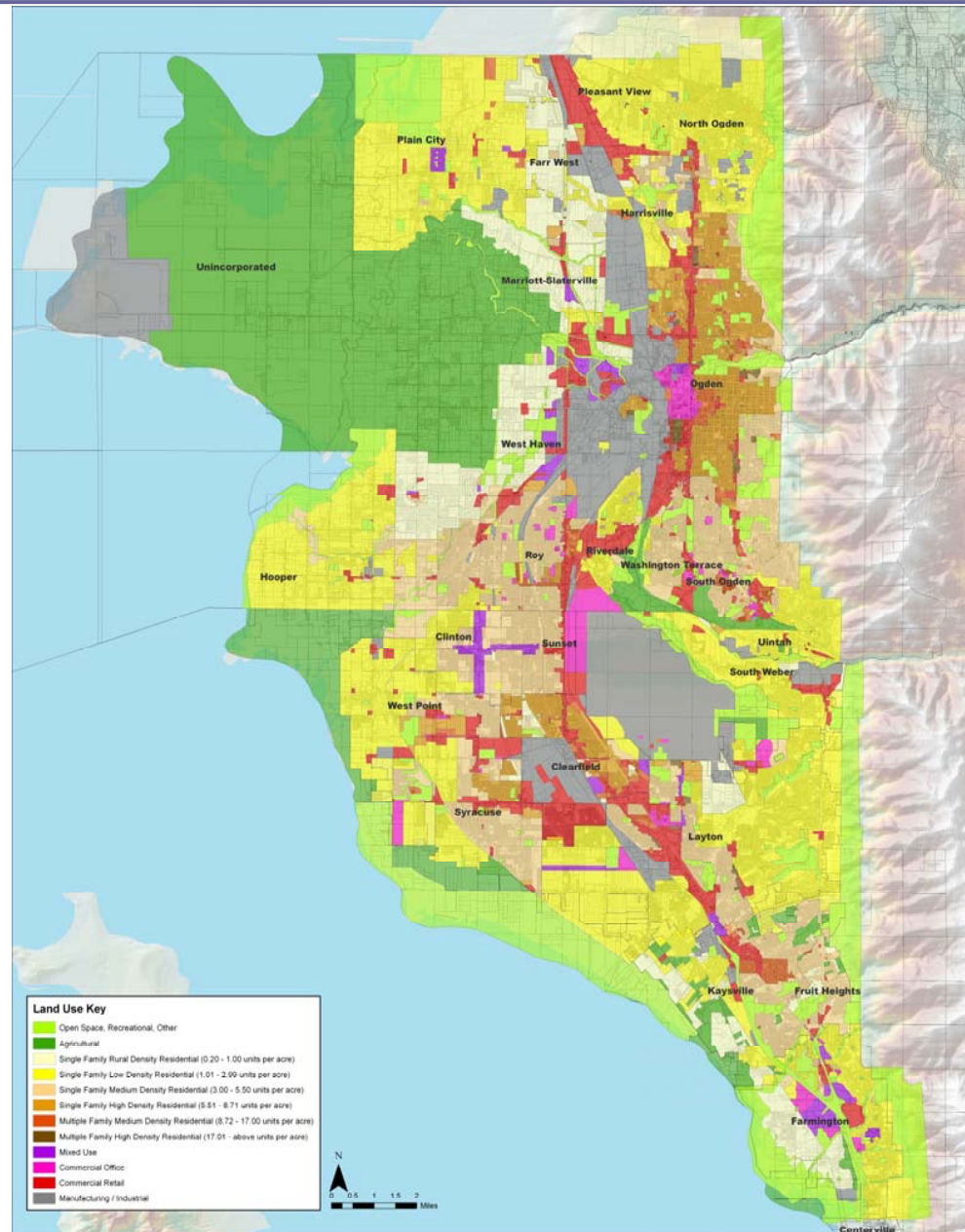
Population



Employment



Generalized Land Use Plan

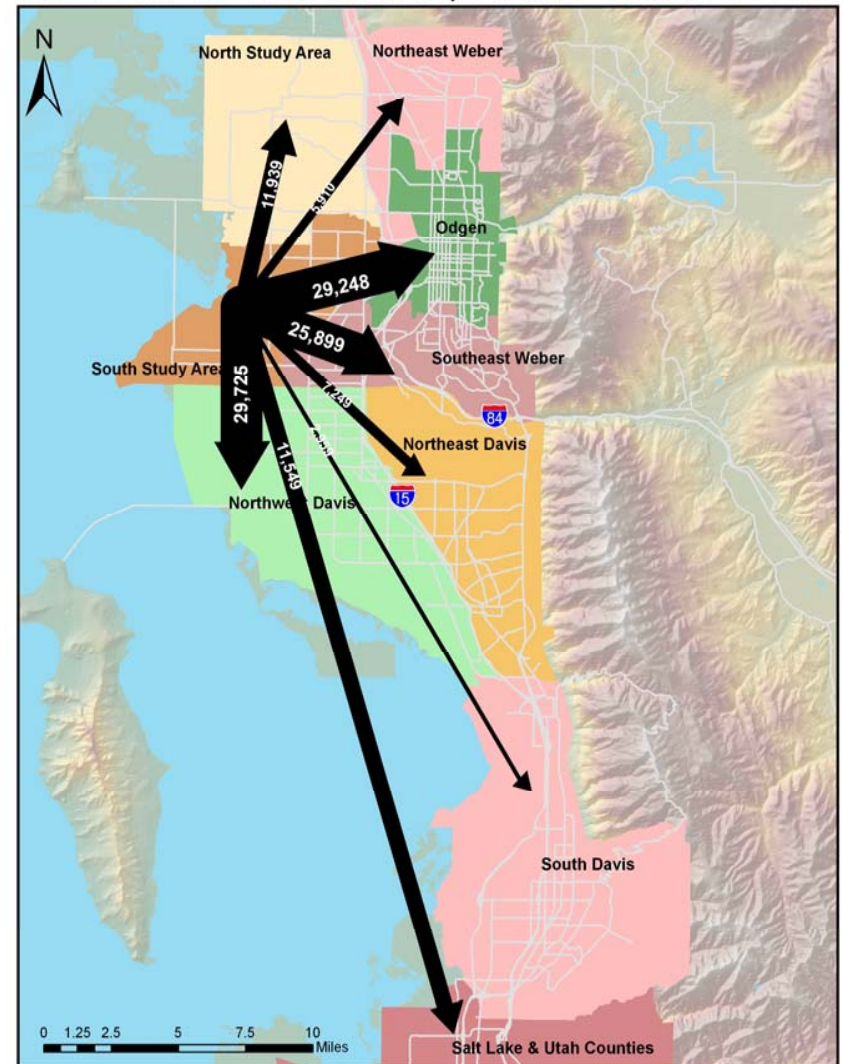
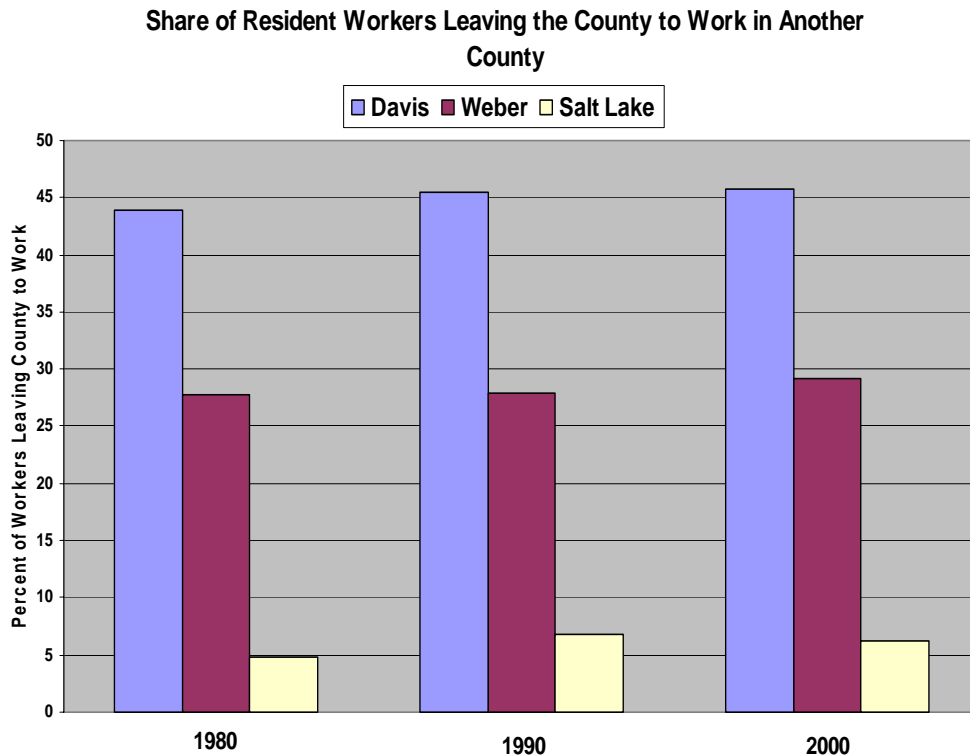


SOURCE: Municipal Boundaries (2005), County Boundaries (2007), and Streets (2007) from Utah Automated Geographic Reference Center (AGRC); Generalized Land Use from InterPlan Co. (2008)
DRAFT January 2008

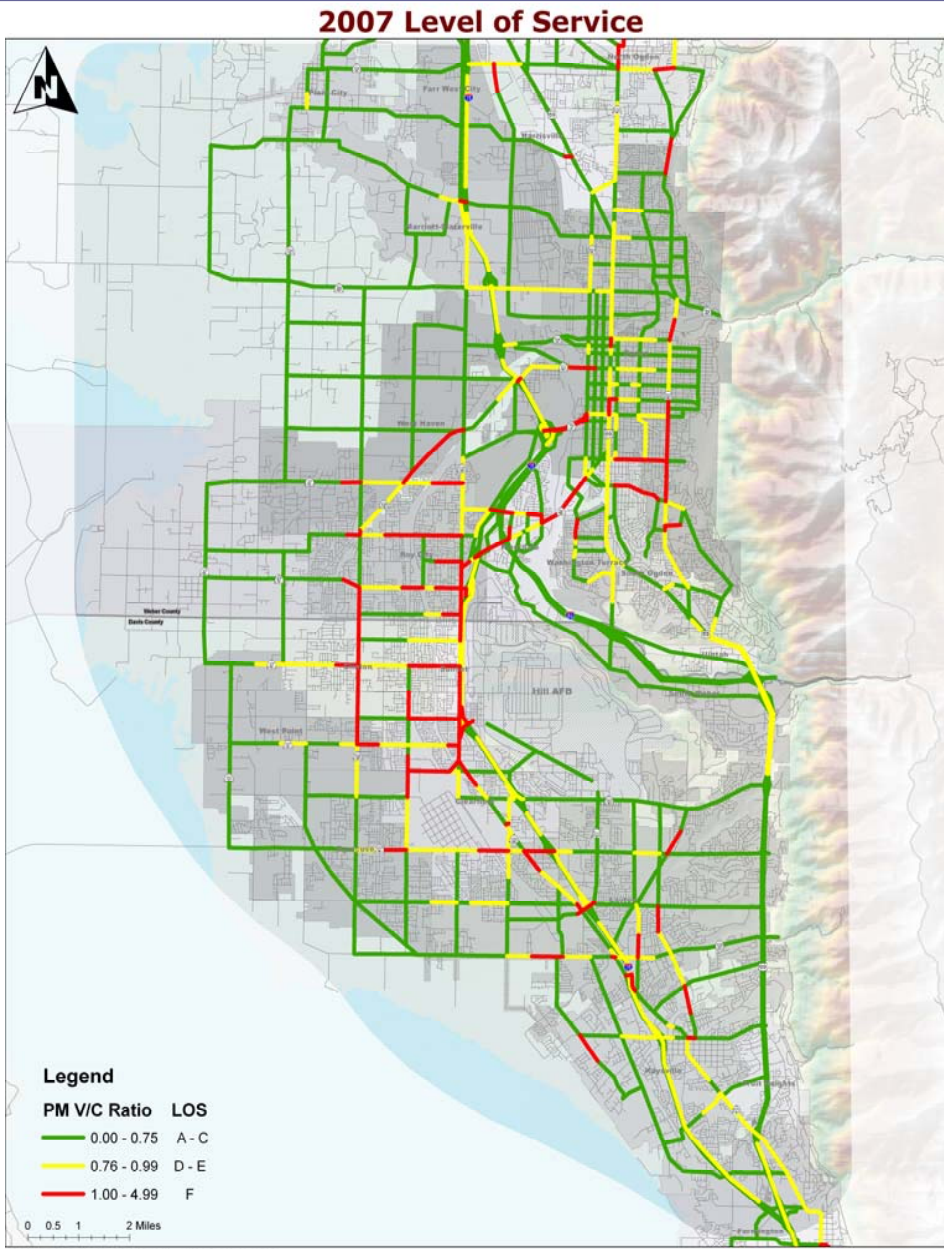


Travel Patterns

Travel Patterns All Future Trips from Southwest Weber



Traffic Congestion



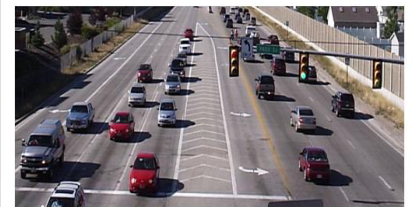
Level of Service A



Level of Service B



Level of Service C



Level of Service D



Level of Service E



Level of Service F

How is local knowledge incorporated?

❑ Steering Committee

- ❑ Comprised of community, agency, political leaders
- ❑ Focused on specific transportation issues
- ❑ Provides big-picture vision for study

❑ Working Groups

- ❑ Comprised of individual city/agency staff and leaders
- ❑ Focused on alternatives review and analysis
- ❑ Provides on-the-ground perspective on study ideas

❑ Public Input

- ❑ Gathered through open houses, Web site feedback, phone calls
- ❑ Focus is verifying or broadening input from Steering Committee and Working Groups
- ❑ Provides community-based perspective of transportation concerns and issues





Transportation Packages

Why are we here today?



How do I give feedback?

- ❑ Visit each alternative station
 - ❑ Each transportation package has a different 2040 community vision for Davis and Weber Counties
 - ❑ Evaluate both the overall vision and the specific projects in each package
- ❑ Write comments directly on the maps or fill out a package-specific comment card
- ❑ Provide general study feedback on the general comment cards provided

Highlights of the Yellow Package

- In 2040...
 - We would like to get ***to and from Salt Lake*** much more easily, quickly, and safely than we do now.
 - We want convenient grocery, clothing, hardware, automotive, and home fix-it ***shopping where we live***.
 - We won't mind ***driving*** a bit to get to larger ***retail/shopping centers*** since we can get all our shopping done in one trip.
 - We want to get to the ***commuter rail*** without too much trouble so we can ***use our cars a bit less*** and improve air quality.
 - We are willing to ***spend money to have good roads*** and expect our politicians to place high value on transportation.

Highlights of the **Blue** Package

- ❑ In 2040...
 - ❑ We want to get *to and from Salt Lake or Ogden* with relative ease.
 - ❑ We want to be able to get to and from the *commuter rail stops* nearly as easily as we can get on the freeway.
 - ❑ We would like to see regional shopping areas built around job centers within this area so we can keep *commerce localized*.
 - ❑ We know the area will experience growth, but we will provide *more transportation options* so we can avoid traffic congestion.
 - ❑ We want to *maintain high-speed roads*, like freeways and wide arterials.

Highlights of **Red** Package

- In 2040...
 - We want to ***work and play*** a bit more ***in our own communities***, and build up Ogden, and to a lesser extent Layton, Riverdale, and Clearfield as our ***regional centers*** rather than always going to Salt Lake to enjoy “big-city” life.
 - We want it to be easier to ***drive from town to town***.
 - We want to build ***flexibility*** into our transportation plans so we can adapt to funding priorities and ***scale our plans*** depending on funding availability.
 - We want to be able to get east and west ***across the big freeways more easily and safely*** – whether in cars, on bikes, or even on foot.
 - We don’t mind some ***congestion*** due to north-south commuting if it helps promote policies toward ***focusing regional development*** in this area.

Highlights of the **Orange** Package

- In 2040...
 - We will ***live and work in the same community***.
 - We want it to be easy to get to and from work, and to do errands by having ***many options*** to get around – ***car, bus, bike, or walk***.
 - We want to ***plan our transportation*** in a way that can be ***scaled*** to our needs, and funded appropriately.
 - We want to be able to easily get to Ogden, Layton, Clearfield, Riverdale, and other ***regional job centers*** in our communities and feel that our transportation facilities should give ***priority to pedestrian movements***, provide direct paths to our commercial centers, and be scaled to the size and most efficient travel mode of each center.

What We Have Heard So Far

- ❑ Agency Kickoff Meeting
 - ❑ The area will continue to grow, and transportation facilities are not keeping up
 - ❑ A multi-faceted approach must be employed (roads, transit, trails, etc.)
 - ❑ Regional transportation planning is preferable to independent community planning in isolation
 - ❑ As funding is a constant factor in transportation planning, creative funding options must be explored

What We Have Heard So Far

□ Steering Committee

- In anticipation of growth, transportation planning must be more proactive and less reactive
- Economic development is a priority
- A multi-faceted approach must be employed (roads, transit, trails, etc.)
- Maintaining a diversity of land use patterns while adapting to growth is important (i.e., open space preservation, maintaining agricultural economy, regional job/retail centers, variety of housing patterns, etc.)

□ Working Groups

- Regional development (i.e., shopping/job centers) is a priority
- East-west mobility is a significant issue; however, north-south facilities should not be ignored
- A preferred final package would likely include projects from each of the existing packages

Next Steps

- ❑ Refinement of packages based on open house feedback
- ❑ Continued Working Group and Steering Committee Meetings
- ❑ Future public Open Houses to review refined packages
 - ❑ June 11 - Clearfield
 - ❑ June 12 - Ogden



Thank You

Questions/Comments

